

An aerial photograph of a residential neighborhood, likely Buena Vista in Nashville, Tennessee. The map shows a grid of streets with houses, green spaces, and trees. The text is overlaid on the map.

Appendix E-1

Detailed Neighborhood Design Plan for Buena Vista

an element of
The Plan for Subarea 8:
The North Nashville Community - 2002 Update
adopted January 24, 2002

1. Introduction
2. Location and History
3. Structure Plan
4. Transportation Network Plan
5. Concept Plan
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Detailed Neighborhood Design Plan for Buena Vista

1 Introduction

1.1 Intent of the Plan

The Detailed Neighborhood Design Plan describes the vision for future development within the neighborhood and establishes the land use policy that supports the vision. The goals of the Detailed Neighborhood Design Plan are as follows:

- Encourage and maintain a pedestrian-friendly environment while minimizing the impact of the automobile.
- Encourage an appropriate mix of uses that are compatible and provide locations for neighborhood commercial services.
- Encourage an appropriate mix of house types that are compatible and provide the opportunity for a mixed-income community.
- Encourage and provide locations for a range of public spaces for passive and active recreational use by neighborhood residents.
- Encourage an interconnected transportation network for pedestrians, vehicles, and transit.
- Encourage new development to be sensitive of and compatible with the scale, mass, materials, and architecture of the historical context of the neighborhood.

1.2 How To Use This Plan

The Detailed Neighborhood Design Plan is a supplement to the Subarea 8 Plan. This plan will guide future development by distributing the appropriate land uses within the structure of the neighborhood. This plan includes the Structure Plan, describing the various elements that make up the neighborhood, a Transportation Network Plan, outlining existing and proposed transportation improvements, the Land Use Plan, describing the character of each structural element, and details focusing on development scenarios that the policy would support. Developers interested in working in this neighborhood are encouraged to follow this plan in determining the appropriate location of all future development.

Detailed Neighborhood Design Plan for Buena Vista

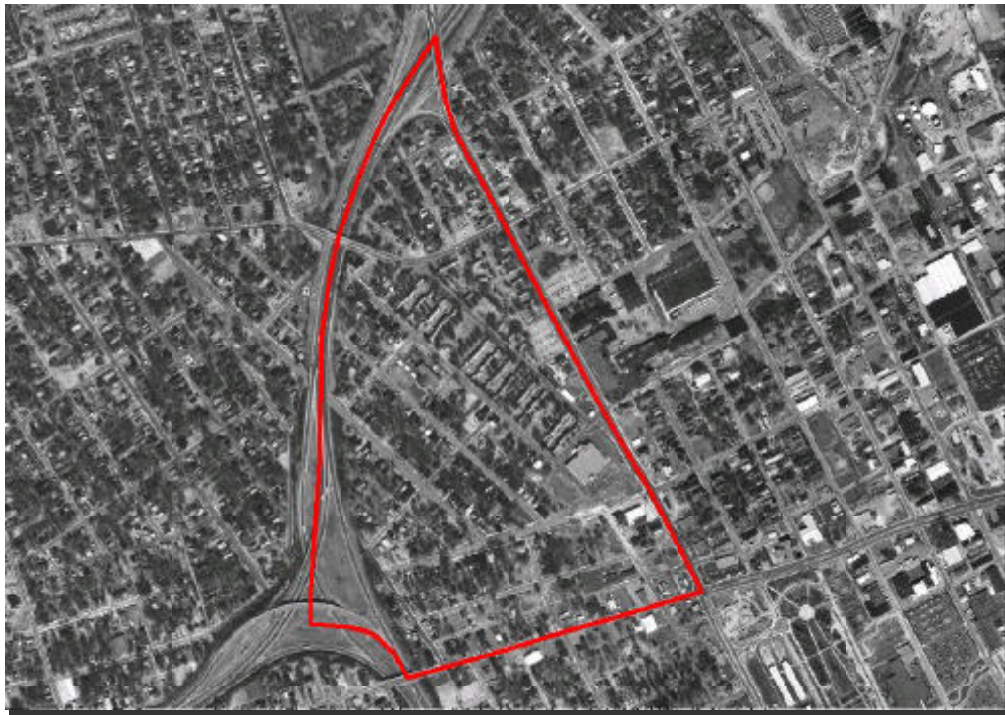


Fig.E-1A Aerial view of Buena Vista neighborhood circa 1996.

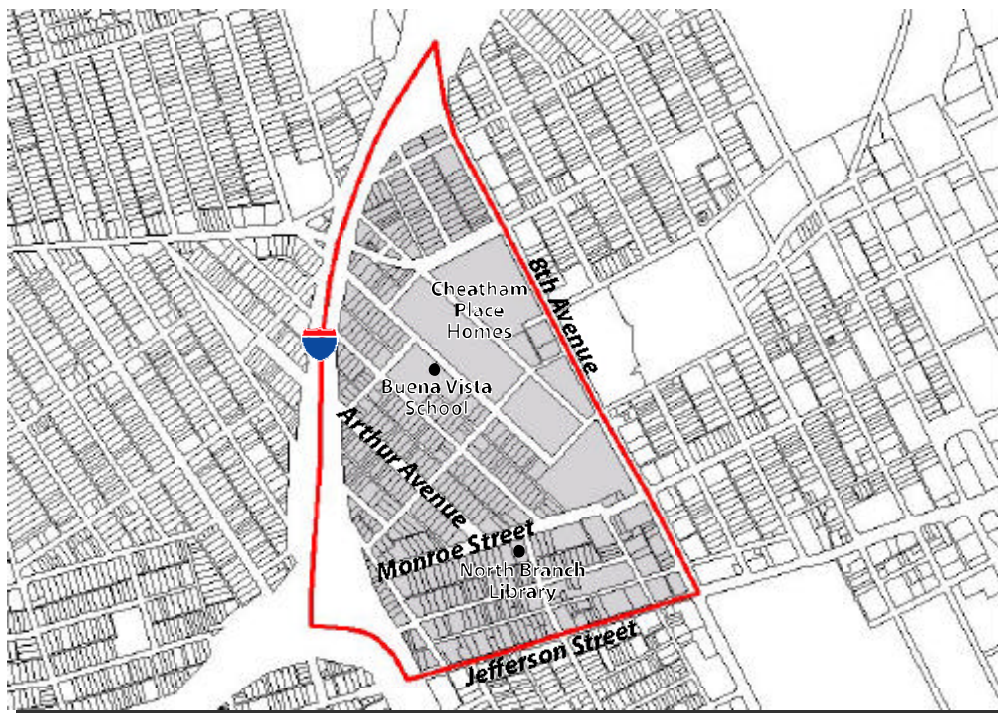


Fig.E-1B The Buena Vista Neighborhood is represented by the shaded area in the above map.

Detailed Neighborhood Design Plan for Buena Vista

2 Location and History

2.1 Location

Buena Vista is an historic neighborhood in the southern portion of Subarea 8. It is bounded by Jefferson Street on the south, 8th Avenue, N. on the east, and I-65 on the north and west. Its location near I-65 and proximity to downtown make it a convenient residential area. The North Branch Library and Kroger anchor the southern portion of the neighborhood along Monroe Street, while the Cheatham Place Homes are a dominant land use in the northern and eastern areas of Buena Vista. Despite its size, Buena Vista is home to a library, grocery store, and elementary school, all of which help secure the neighborhood's long-term viability.

2.2 History

The Buena Vista Neighborhood's name comes from one of North Nashville's original settlers, John Beck, who termed the view from his home "Buena Vista," or "good view" in Spanish. In these earliest days of North Nashville, Buena Vista Pike, or present-day 9th Avenue, N., led from the northern extent of the city limits to the Beck residence.

The Buena Vista Neighborhood began developing as immigration and population growth in the 1870s and 1880s caused an eventual westward expansion of Germantown to areas west of 8th Avenue, N. In 1880, Nashville's first Freewill Baptists used Civil War barracks near the Buena Vista Seminary at 9th Avenue, N. and Garfield Street for initial religious education. As the McGavock family offered land for purchase and development, coupled with an adjacent street-car line ending at 8th Avenue, N. and Monroe Street, new residences became possible away from downtown Nashville. The area soon grew with many stately homes as well as working-class cottages, and was supplemented by several notable churches. Third Baptist Church (now Hopewell Missionary Baptist) and Second Presbyterian Church, as well as a Victorian home at Monroe Street and Arthur Avenue, were designed by Henry Gibel, a Swiss native and Germantown architect.

Buena Vista was also the fortunate recipient and is still home to one of Nashville's Carnegie Libraries in 1915. This important Beaux-Arts style building has been recently restored and remains a public library for the community.

As many of the meatpacking and supplementary jobs left the North Nashville area, workers relocated to other parts of the city; Buena Vista lost many middle-class jobs and residents. The neighborhood experienced a transition to an economically distressed environment, during which time much of the area's history and architecture was lost. Buena Vista became the first Nashville community, and one of the first in the nation, to receive a federally-subsidized housing project, named Cheatham Place for Nashville Mayor Richard B. Cheatham (1860-62), who had lived on Monroe Street. Despite the loss of original neighborhood fabric, Cheatham Place remains a fairly successful and human-scaled housing environment.

To help prevent further losses, the Buena Vista National Register district was established in 1979, encompassing most of the current boundaries of Buena Vista. Much of the neighborhood has stabilized and signs of reinvestment are apparent in commercial, institutional, and residential developments.

Detailed Neighborhood Design Plan for Buena Vista

3 Structure Plan

The Structure Plan identifies and establishes the different components of a complete neighborhood. Refer to the Land Use Plan Element (Fig E-1E) for a map depicting the Structure Plan Elements. Unless stated otherwise in this Detailed Neighborhood Design Plan, all multifamily, mixed-use and nonresidential building types in "Neighborhood Center" areas shall be a maximum of two stories and such buildings in "Corridor Center" areas shall be a maximum of four stories.

3.1 Corridor Center

Jefferson Street and 8th Avenue, N. are major commercial arterials, connecting Buena Vista with the interstate system, downtown, and other neighborhoods and key destinations in North Nashville. Both are heavily travelled arterials and offer numerous retail and service uses within and adjacent to the neighborhood; their characters are vastly different from the solidly residential focus of most neighborhood streets. These two commercial corridors frame the neighborhood and are envisioned to continue functioning as thoroughfares and commercial destinations, which make them appropriate for the Corridor Center structure plan designation. These two streets should continue to house the major commercial and employment uses for the neighborhood. Larger institutions whose massing and scale do not fit with the residential character of internal streets, are also appropriate in the Corridor Center. Despite the Corridor Center's present predominance towards automobile access, every accommodation for better pedestrian access and circulation should be made along these crucial corridors.

Special attention should be given to the intersection of Monroe Street and 9th Avenue, N., currently home to Kroger. This key commercial destination should become the focus of a more intensive, mixed-use, and pedestrian-friendly "main street," or Village Center, for neighborhood and other North Nashville residents. Further detail can be found later in this document.

3.2 Neighborhood Center

Within the neighborhood, a smaller mixed-use area is intended to become an even more useful neighborhood center. This centralized, walkable area along 9th Avenue, N. from Cheatham Place to Garfield Street offers opportunities for infill to create a definable place for residents to receive day-to-day services while taking advantage of their proximity to Buena Vista School and Cheatham Place Homes. Uses such as small restaurants, markets, laundromats, and beauty salons are appropriate. Residential uses could include attached single-family housing.

3.3 Neighborhood General

The character of the remainder of Buena Vista is currently and is intended to remain primarily lower-intensity residential. Most areas should retain the existing housing patterns and mixtures; however, several areas are appropriate for a mix of infill housing types. Arthur Avenue from Cheatham Place to I-40 is a location where attached single-family homes could be appropriate, and Scovel Street might be appropriate for a variation of low-intensity live/work housing units.

3.4 Open Space

A key component to any neighborhood, Open Space areas include civic institutions and other buildings that support open space. Buena Vista School, North Branch Library, the Cheatham Place Community Center and green space, and the green space at the end of Monroe Street are current Open Space functions and are indicated to remain as such. Suggested additional facilities include two small green space areas along Monroe Street in the "Village Center" near 9th Avenue, N.

Detailed Neighborhood Design Plan for Buena Vista

4 Transportation Network Plan

The Transportation Network Plan (Fig. E-1C) establishes and identifies all forms of transportation, either existing or proposed, that should exist within a neighborhood. The Transportation Network Plan also identifies locations for streetscape improvements.

Although not an integral part of the neighborhood transportation network, I-65 does provide direct access to Buena Vista at the 8th Avenue, N./MetroCenter Boulevard interchange. By providing access to other areas in Nashville, I-65 should continue to serve as an asset for the neighborhood.

4.1 Arterials

Jefferson Street and 8th Avenue, both located along the periphery of Buena Vista, are the only arterials within the neighborhood. Both streets are currently home to many automobile-oriented businesses, however better pedestrian access and circulation is envisioned.

4.2 Connectors (Collectors)

Garfield/Buchanan Street, located in the northern portion of the neighborhood, connects 8th Avenue, N. to other areas in North Nashville. Its function should remain a crucial link for the neighborhood and, where possible, should be enhanced to provide a more pedestrian-friendly environment.

4.3 Locals

Most of the streets within Buena Vista are currently and should remain local streets, primarily serving neighborhood residents with limited through-traffic.

4.4 Service Lanes

Buena Vista is well served by interior service lanes, or alleys, on most blocks. Improvements should include the paving of unimproved alleys. Consideration should also be given to the installation of lighting where it does not currently exist. Service Lanes should continue to function in the middle of blocks, providing primary vehicular access to garages and trash collection.

4.5 Sidewalks

Buena Vista is fortunate to have a well-established infrastructure of sidewalks. The presence of this extensive sidewalk network provides ready opportunities to infill a pedestrian-friendly neighborhood. Sidewalks should be installed where they currently do not exist.

Sidewalk improvements could be used to accentuate a street's desired character. For example, Arthur Avenue and Monroe Street should be improved to accommodate wider sidewalks and a generous parkway treatment with street trees. Special pavers or coloring may also help differentiate the Neighborhood and Village Center areas.

4.6 Bicycles

Possible dedicated bicycle routes could be along 8th Avenue, N., Monroe Street, and Arthur Avenue, which could utilize marked bike lanes to delineate traffic on these wider streets. Most other bicycle traffic could be in shared lanes on the lower-intensity local streets.

Detailed Neighborhood Design Plan for Buena Vista

4 Transportation Network Plan (continued)

4.7 Transit

MTA Route 42 should be maintained along the current routes along 10th Avenue, N., Monroe Street, Arthur Avenue, Delta Avenue, Garfield/Buchanan Streets, and 8th Avenue, N., providing access to numerous civic, commercial, residential, and employment uses. Improvements could include enhanced bus stops/shelters at the Neighborhood and Village Center areas. The route can be found on Figure 14 of the Subarea 8 Plan.

4.8 Possible Reconnection of 9th Avenue

Ninth Avenue serves as an important link from the proposed Village Center to Buena Vista School and Cheatham Place Homes. The current configuration of the Kroger parking lot prohibits safe, easy access to Kroger and Monroe Street. As new development or public works improvements arise in the future, consideration should be given to reconnecting 9th Avenue, N., to Monroe Street from its current end at Taylor Street. The street could be designated as a dedicated, more direct pedestrian route or as a vehicular street with a right-of-way similar to adjacent portions of 9th Avenue, N., complete with sidewalks and street trees. Such improvements could most likely be aligned without significant alterations to the Kroger site, while providing continuous access to the Village Center.

4.9 Streetscape Improvements

Arthur Avenue and Monroe Street, given their unusually wide rights-of-way, suffer from an unfriendly pedestrian environment and reduced visual appeal. Both streets could be enhanced with the installation of a median "boulevard" and wider sidewalk/parkway treatment where possible.

Given the relatively high numbers of shoppers on-foot in the Buena Vista Neighborhood, the Village Center at 9th Avenue, N., and Monroe Street should receive special attention with respect to pedestrian improvements and accessibility. Possible improvements could include a realignment of Monroe Street to introduce angled on-street parking and incorporate a small greenspace near the existing Kroger. Sidewalk and crosswalk treatments should be implemented with any development in this area.

4.10 Traffic-Calming Measures

The off-set intersection of Garfield, Buchanan, and Delta should be improved to calm traffic and provide safer pedestrian crossings. Reconfiguring the intersection and the introduction of pedestrian "bulbs" at intersections could help slow traffic.

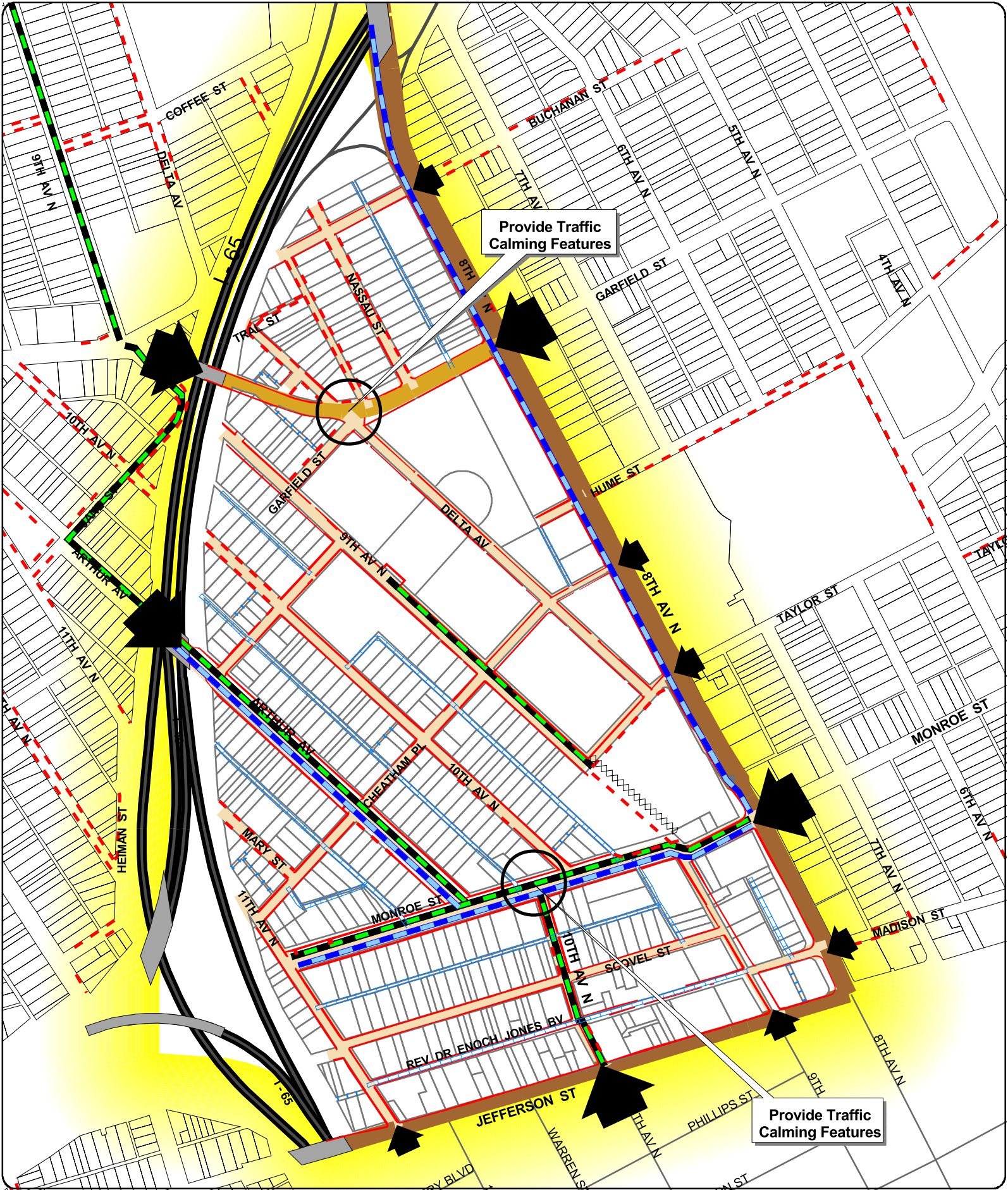
As mentioned above, traffic calming measures near the Village Center along Monroe Street could include the addition of angled on-street parking, wide sidewalks, and buildings that address the street.

The intersection of 10th Avenue, N., and Monroe Street is a crucial link from Hope Gardens to Arthur Avenue and points north - traffic calming measures at this location could include the widening of sidewalks with a parkway and street trees, as well as pedestrian "bulbs" or crosswalk pavers at Monroe Street.

BUENA VISTA

DETAILED NEIGHBORHOOD DESIGN PLAN

FIGURE E-1.C
TRANSPORTATION PLAN ELEMENT



STREETS BY TYPE

- Open Space/Civic Site Connector
- Connector
- Local
- Major Arterial
- Major Access-Controlled
- Major - Ramp
- Potential Future Street

SERVICE LANES

- Existing
- Unimproved

Bridges

- Future-Sidewalk
- Existing Sidewalk
- Bike Lane

Major Entrance Into Neighborhood

Minor Entrance Into Neighborhood



5 Concept Plan

1 Neighborhood Center

- This small mixed-use node along 9th Avenue at Garfield Street and Cheatham Place is envisioned to be a neighborhood-serving center.
- Anchored by Buena Vista School, the Community Center, and small commercial uses, this area should be improved and infilled to provide a mixture of neighborhood-scale retail and service uses, as well as additional single-family attached and detached housing.
- Improving links to and circulation within the greenspace in the Cheatham Place Homes would enhance this additional component of the neighborhood center.

2 Arthur Avenue

- Improvements should be made to enhance the important link between the North Branch Library and Elizabeth Park to the north.
- Creating a "boulevard" along Arthur Avenue should be explored to beautify the streetscape, take advantage of the wide right-of-way, and calm traffic.
- Single-family attached or detached homes of appropriate scale and complementary architecture are desired to fill in vacant parcels along the street.

3 Transitional/Buffer Area

- Parcels fronting Scovel Street should be developed to provide a buffer from the commercial activity of Jefferson Street to the solid residential area to the north.
- Uses should be residential in overall scale, character, and function, but may have a limited commercial or mixed-use component, such as a home office or small business.



The Concept Plan (Fig. E-1D) was developed with members of the community during a series of public workshops. Once the Structure Plan was presented and verified by the community, residents identified areas of focus within the plan. This figure highlights and describes six key components of the Concept Plan.

4 Village Center

- The Kroger store at this intersection serves as an essential commercial asset for the neighborhood and should be improved to enhance the area as a true gathering place.
- New mixed-use buildings should be developed along Monroe Street to add commercial and residential uses.

- Monroe Street should be reconfigured to better accommodate a pedestrian environment - streetscaping, coupled with angled on-street parking and a small community green space, would help create a more definable and attractive Village Center.
- Reconnecting 9th Avenue from Taylor to Monroe would provide better pedestrian links to adjacent residential areas.

5 10th & Monroe

- This intersection serves as an important link from Hope Gardens and Jefferson Street to the North Branch Library and Arthur Avenue.
- 10th Avenue could be improved with streetscape and pedestrian amenities to provide safer access and to slow traffic near Monroe Street.

6 Mixed-Use Corridors

- Jefferson Street and 8th Avenue serve as important major arterials and are home to numerous commercial destinations.
- Improvements to these primarily commercial corridors could include mixed-use structures to help frame the neighborhood as the southern edge of Subarea 8.

Fig. E-1D

Detailed Neighborhood Design Plan for Buena Vista

6 Land Use Plan

The Land Use Plan identifies and establishes the different land use categories applicable to the Buena Vista Neighborhood. In mixed use buildings, retail uses should locate at street level only; other uses may also locate at street level, but floors above street level should be limited to non-retail uses. The street level floor of all mixed use and nonresidential building types should be designed for retail uses, even if retail is not the intended initial use. Also, such buildings initially constructed as one-story should be designed so that additional floors can be added without major structural changes to the original building.

6.1 Residential - Single Family Attached and Detached

This category includes a mixture of single family housing that varies based on the size of the lot and building placement on the lot. Detached houses are single units on a single lot (e.g. typical single family house). Attached houses are single units that are attached to other single family houses (e.g. townhouses).

6.2 Residential - Single Family Detached

This category includes single family housing that varies in size based on the size of the lot. Detached houses are single units on a single lot (e.g. typical single family house).

6.3 Mixed Housing

This category includes a single family and multi family housing that varies based on lot size and building placement on the lot. Housing units may be attached or detached, but are not encouraged to be placed at random. Generally, the character (mass, placement, height, architecture) should be compatible with the existing character of the majority of the street.

6.4 Commercial

This category includes buildings that are entirely commercial in use with no residential. It is envisioned that mixed commercial buildings (e.g. retail, office) locate shopping or pedestrian-intensive uses on the ground floor and office uses on upper levels to encourage an active street life.

6.5 Mixed-Use

This category includes buildings that are mixed horizontally and vertically. The latter is preferable in creating a more pedestrian-oriented streetscape. This category allows residential as well as commercial uses. Vertically mixed-use buildings are encouraged to have shopping activities at street level and offices and/or residential above.

6.6 Transitional/Buffer

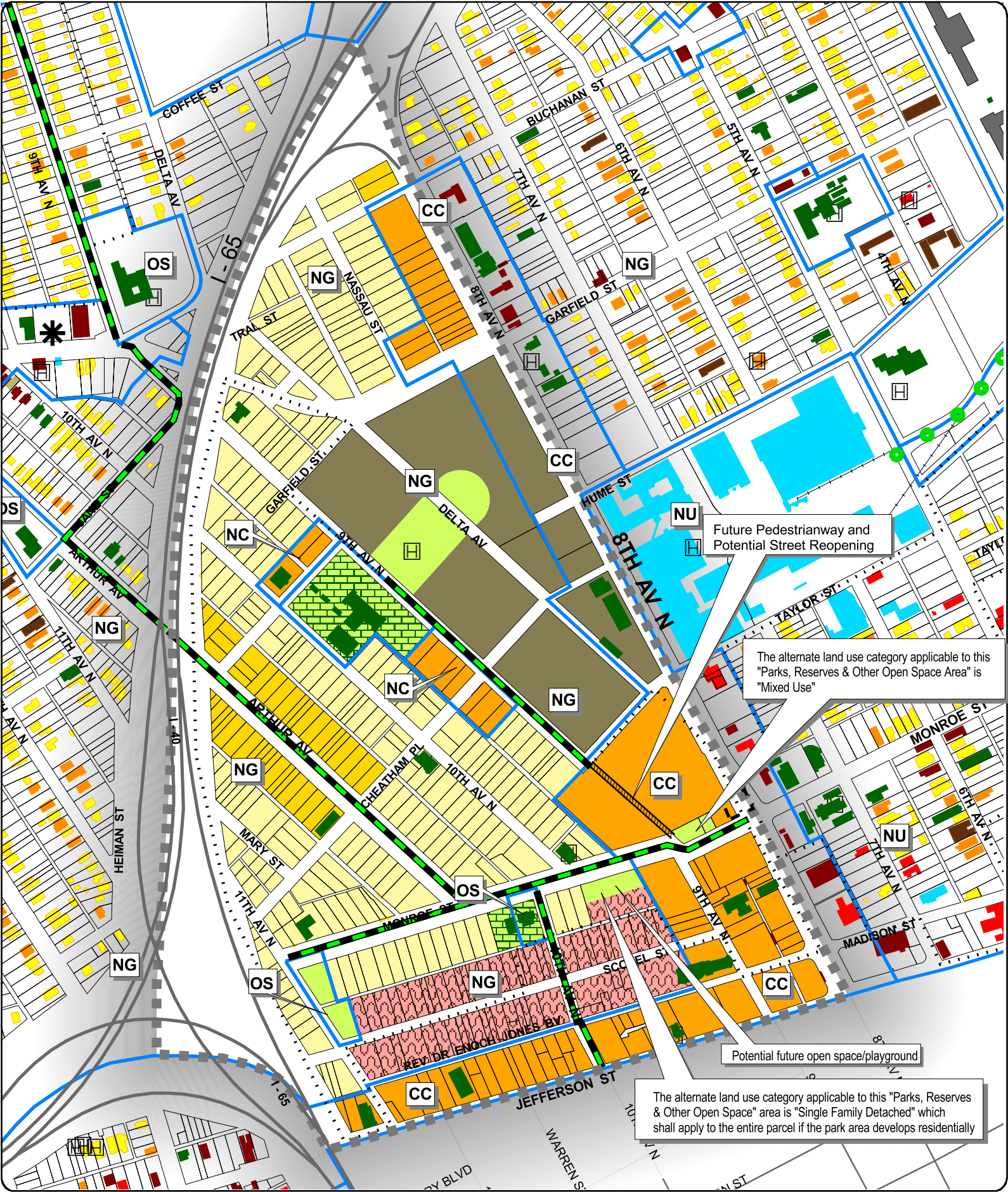
This category includes uses that provide a transition from intense commercial activity to a more residential character. Uses should be residential in overall scale, character, and function, but may have a limited commercial or mixed-use component. In the absence of a directly applicable zoning district, these areas should be zoned OR20, or less intensive, to provide for limited commercial components. In addition, until a more appropriate zoning ordinance can be implemented, the PUD and UDO options should be required for any development to help regulate size, use, and compatibility.

BUENA VISTA

DETAILED NEIGHBORHOOD DESIGN PLAN

FIGURE E-1.E
LAND USE PLAN ELEMENT

Adopted January 24, 2002



LAND USE PLAN CATEGORIES

- Single Family Attached and Detached
- Single Family Detached
- Cemetery
- Commercial
- Mixed Housing
- Mixed Use
- Parks, Reserves and Other Open Space
- Institutional
- Transition or Buffer
- Civic or Public Benefit

EXISTING BUILDINGS AROUND BUENA VISTA

- Commercial
- Community Services
- Industrial
- Office or Medical
- Residential - 1 Unit
- Residential - 2 or 3 Unit
- Residential - 4 Unit+
- Residential - Nonhousehold
- Industrial Utility

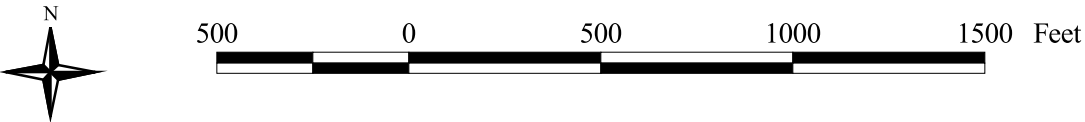
"Structure Plan Area" Boundary

"Structure Plan Area" Symbols & Names

- CC Corridor Center
- I Impact Area
- IN Industrial District
- MI Major Institutional
- NC Neighborhood Center
- NG Neighborhood General
- NU Neighborhood Urban
- OS Open Space
- OS* Potential Open Space
- W Water

OTHER MAP FEATURES

- Civic & Public Benefit Buildings
- Concept Greenway
- Neighborhood Boundary
- Historic District Boundary
- Historically Significant Feature
- Railroad
- Open Space/Civic Place Connector
- Prominent Site for Civic and Public Benefit Buildings



Detailed Neighborhood Design Plan for Buena Vista

6 Land Use Plan (continued)

6.7 Civic

This category includes various public facilities including schools, libraries, and public service uses.

6.8 Open Space

This category, similar to the Structure Plan component, is reserved for open space intended for active and passive recreation, as well as buildings that support such open space.

Detailed Neighborhood Design Plan for Buena Vista

7 Details

This component of the Detailed Neighborhood Design Plan focuses on describing in further detail the vision for highlights within the overall plan. The Buena Vista Detailed Neighborhood Design Plan focuses on development scenarios for the proposed Village Center and proposed infill and beautification along Arthur Avenue. All of these scenarios illustrate fundamental concepts that may be applied to the entire neighborhood, such as building type mix and arrangement, differing types of open space, streetscape improvements, and the enhancement of key linkages.

It is critical to note that development scenarios are examples of what the land use policy would support in the specific area. These development scenarios are not, and should not be seen as, actual development plans.

Detailed Neighborhood Design Plan for Buena Vista

Village Center

Buena Vista is fortunate among North Nashville neighborhoods to have essential services in close proximity. A large Kroger and the North Branch Library form a vital community destination near 9th Avenue and Monroe Street. Through public workshops, ways to build on and enhance these long-term assets were explored. Ideas soon focused on developing a "Village Center" useful for Buena Vista residents but visible and accessible to 8th Avenue and other neighborhoods. The Village Center is seen as an opportunity to become a better-functioning community destination for the Buena Vista Neighborhood.

These figures and recommendations are meant to illustrate the planning and design goals for Buena Vista's Village Center. As development opportunities arise, alternative patterns or configurations could result.

Recommended improvements include "filling in" the building pattern with buildings of no more than three stories to create a more friendly pedestrian atmosphere and dynamic mixed-use center. Streetscaping would be implemented to enhance the visual and pedestrian experience in the area. New mixed-use or live/work buildings along Monroe Street could result in a more vested stake in the appearance, activity, and security of the area. Townhomes could front a small green space, playground or park.

Figure E-1F, above right, shows a possible site plan with the existing Kroger store in the upper left. Improvements could include several new mixed-use buildings, streetscape improvements, the reconnection of 9th Avenue from Taylor Street to Monroe Street, and additional green space.

Figure E-1G, at right, shows a new streetscape and restored historic mixed-use structures on the south side of Monroe Street. Additional live/work or mixed-use buildings are shown looking east toward 8th Avenue.

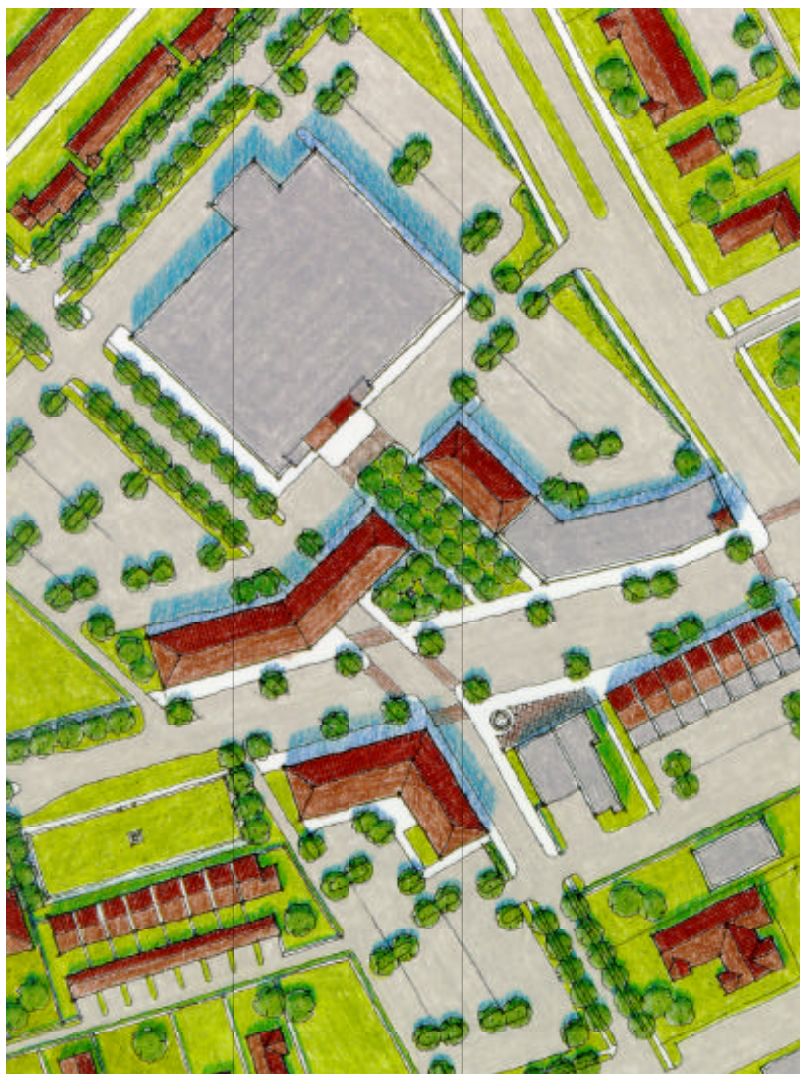


Fig. E-1F Possible Improved Site Plan



Fig. E-1G Looking East on Monroe at 9th Avenue

Detailed Neighborhood Design Plan for Buena Vista

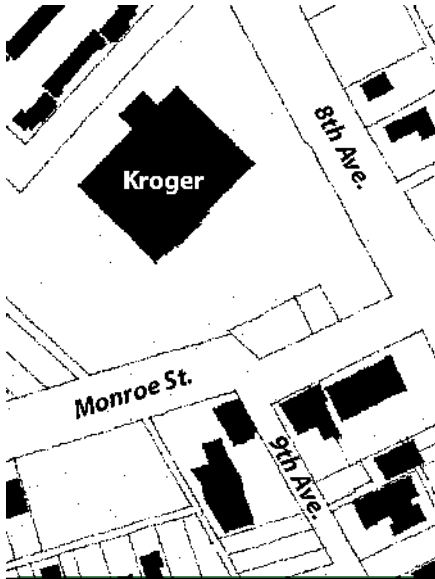


Fig. E-1H Current Building Pattern
Existing buildings are shown in black.

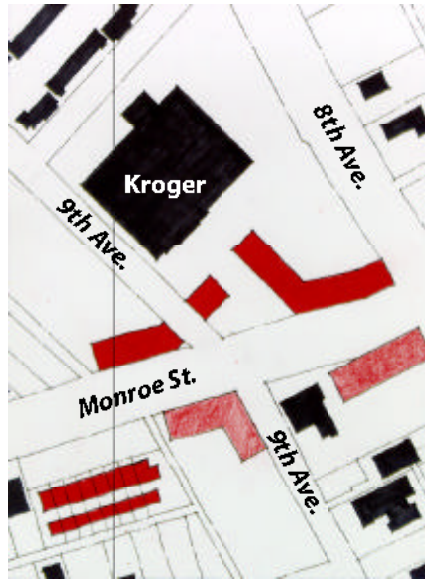


Fig. E-1I Possible Building Pattern
Existing buildings are darkest; infill buildings are lighter, while the lightest structures replace an existing building.

Fig. E-1J Bird's Eye View Looking Northeast

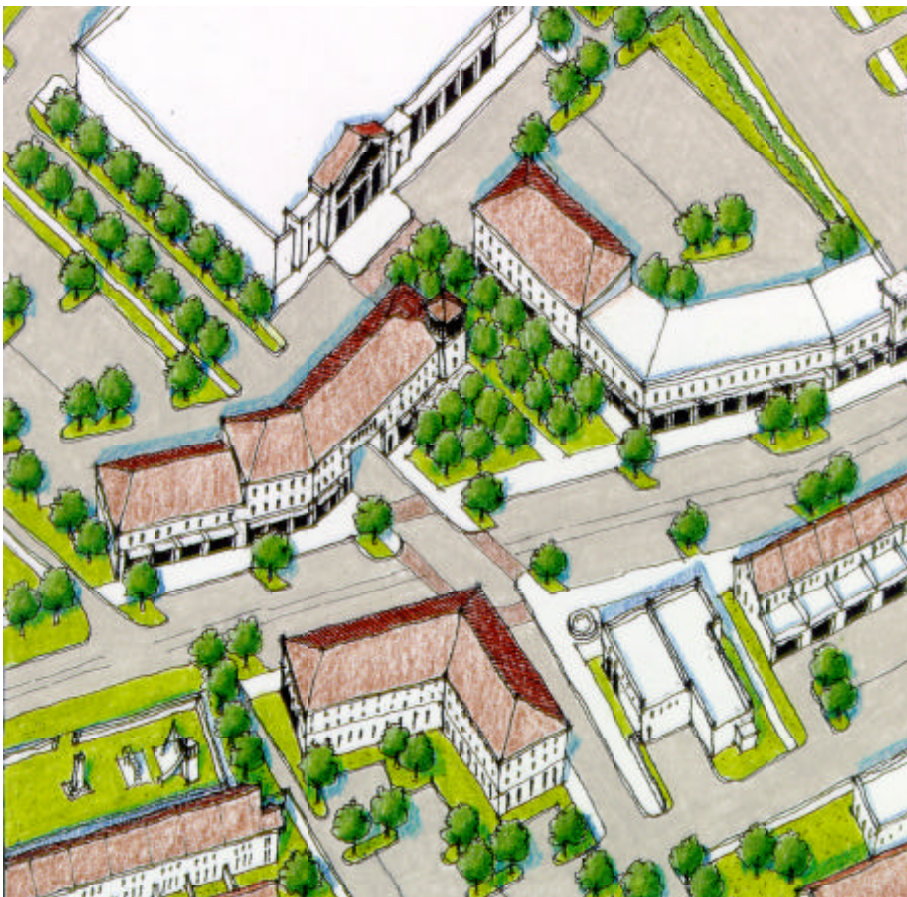


Figure E-1H, far left, shows the existing building pattern in the Village Center area. The Kroger site is currently dominated by surface parking and poor pedestrian access. Few buildings address Monroe Street; the pedestrian environment is not welcoming.

Figure E-1I, left, shows a possible new building pattern, as well as a reconnected 9th Avenue. The existing Kroger parking lot could be reconfigured to incorporate new two- to three-story mixed-use buildings. Redevelopment along the south side of Monroe could lead to complementary mixed-use or live/work buildings. Townhomes could front a new green space in the lower left.

Figure E-1J, left, shows a possible "bird's eye" view of the Village Center area. Mixed-use buildings would front Monroe Street at the current edge of the Kroger parking lot. New structures would have retail, restaurant, or other active uses at street level, with offices or residences above. Parking for these new buildings, as well as for Kroger, could be accommodated with rear parking lots and with the introduction of angled on-street spaces. Monroe Street becomes a more pedestrian-friendly space, as well as an active commercial and residential center.

Detailed Neighborhood Design Plan for Buena Vista

Arthur Avenue

Arthur Avenue is a wide residential street in Buena Vista, serving as a crucial link between the North Branch Library on Monroe Street and Elizabeth Park to the north. Community workshops identified this important link and sought to enhance its appearance while providing sites for new residential development. Arthur Avenue is seen as an opportunity to provide a beautified, pedestrian-friendly residential boulevard within the Buena Vista Neighborhood.

These figures and recommendations are meant to illustrate the planning and design goals for Arthur Avenue within the Buena Vista Neighborhood. As development and public works improvements arise, alternative patterns or configurations could result.

Figure E-1K, at right, shows possible improvements to the greater area. Extensive streetscape improvements to Arthur Avenue could include creating a “boulevard” with the street’s wide right-of-way from Monroe Street to the I-40 underpass. Similar improvements could be envisioned on other portions of the street in adjacent neighborhoods. Arthur would continue to serve as a bus route and could also utilize improved bus stops at key locations. New residential development, using vacant parcels of varied widths, could include a wide array of architecturally-compatible single-family housing types, including cottages, side yard houses, and common-wall townhouses. The new Mt. Bethel Church multi-purpose building and parking lots are shown in the lower left.

Figure E-1L, at right, shows the suggested tree-lined median and a generous sidewalk/parkway treatment with street trees. New housing should reflect the general scale and architecture of the existing homes along Arthur Avenue.



Fig. E-1K Possible Improved Site Plan

Fig. E-1L Looking North on Arthur Avenue at Cheatham Place



Detailed Neighborhood Design Plan for Buena Vista

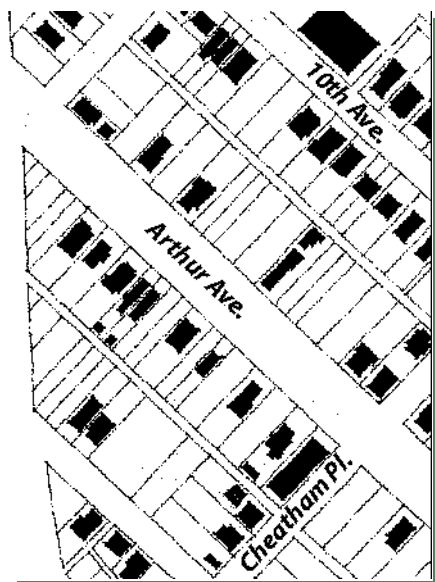


Fig. E-1M Current Building Pattern
Existing buildings are shown in black.

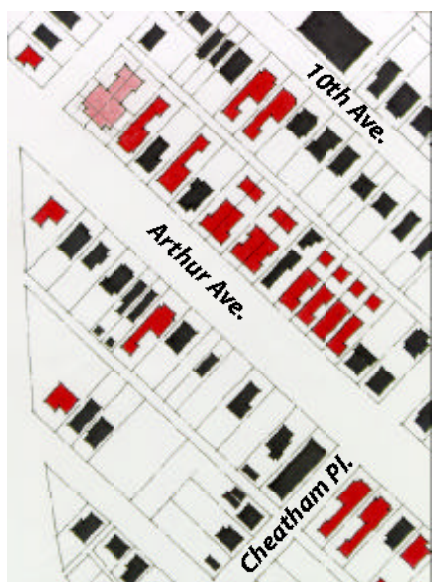


Fig. E-1N Possible Building Pattern
Existing buildings are darkest; infill buildings are lighter, while the lightest structures replace an existing building.

Figure E-1M, far left, shows the existing building pattern along Arthur Avenue. Many parcels on the east side of Arthur Avenue are vacant or underutilized. Many other structures suffer from deferred maintenance or other visual clutter.

Figure E-1N, left, shows a possible new building pattern, utilizing several building types on varying parcel configurations. Some structures straddle two parcels and share a common wall. Others could be “side yard” homes on narrow parcels. All new housing should maintain the predominant setback and architecture of the street.

Fig. E-1O Bird's Eye View Looking Northeast

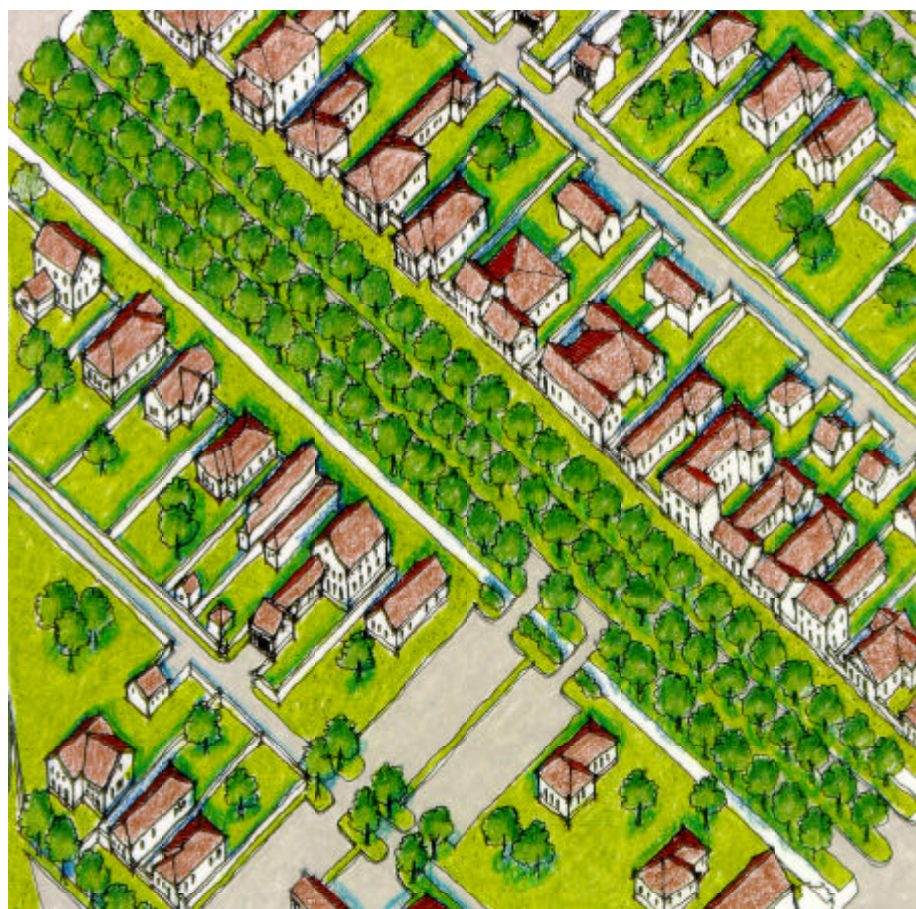


Figure E-1O, left, shows a possible “bird’s eye” view of Arthur Avenue north of Cheatham Place. New housing complements existing structures by maintaining a consistent setback and architectural pattern. Housing types include one-story shotguns, 1 1/2 story cottages, and larger two-story homes.

Improved sidewalks, street-scaping, and alley treatments would help beautify and enhance the long-term desirability of living along Arthur Avenue, as well as strengthening an important link in North Nashville.

Detailed Neighborhood Design Plan for Buena Vista

8 Actions

Below are several sets of recommended actions that are necessary to fully implement the Buena Vista Detailed Neighborhood Design Plan. They are based on actions outlined in Section 3 of the Subarea 8 Plan but are specific to the needs of Buena Vista.

Action 1

Document the extent of the noise problem along the section of Interstate 65 adjacent to areas designated "Neighborhood General" on the Structure Plan presented in Section 3.3.01 and initiate an effort to provide sound barriers as needed pursuant to the study. (Action HA10)

Action 2

Analyze existing parks within the neighborhood to determine deficiencies in equipment, facilities, safety considerations, and general layout, and initiate efforts to correct these deficiencies. Prepare master plans for all proposed open spaces according to their intended purpose and in accordance with the county-wide parks and recreation system standards. (Action OS4)

Action 3

Evaluate and determine the appropriate course of action for the following specific proposals made during the preparation of this plan aimed at improving the connectivity, convenience, and safety of the transportation system (Action TR1):

- Provide a cloverleaf interchange of I-65 at 8th Ave. N./MetroCenter Blvd. To facilitate traffic flow as proposed in the CAC meetings (MetroCenter/North Rhodes Park, Salemtown, Jones/Buena Vista, and Buena Vista).
- Provide dedicated bike lanes, in both directions, along 8th Ave., Monroe St., and Arthur Ave. to encourage transportation alternatives along major streets and "open space/civic connectors" as designated on the Transportation Plan in this Detailed Neighborhood Design Plan.
- Utilize various techniques at the intersections of 10th Ave. and Monroe St. and Garfield and Buchanan St. to calm traffic.
- Reconnect 9th Avenue, as dedicated pedestrian way at a minimum, to Monroe Street in the "Village Center" as designated in this Detailed Neighborhood Design Plan.

Action 4

Establish and apply general streetscape design guidelines that address the street, the parking area, the "parkway" between the curb and sidewalk, the sidewalk, and the setback area and front of buildings. These design guidelines should strive for enhanced design of the more important streets within the community, resulting in a distinctly more attractive and appealing identity and function. Specific landscaping-related proposals made during the preparation of this plan that should be evaluated and acted on are as follows (Action DS2):

- Plant trees along Interstate 65.
- Provide tree-lined medians on Arthur Ave. and Monroe St. to decrease unnecessary pavement width and enhance the streetscape.

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8 Actions (continued)

Action 4 (continued)

- Provide parkway or planting strip between curb and sidewalk as feasible for the planting of street trees and to minimize unnecessary pavement width.
- Repair and/or replace existing sidewalks as needed to provide a complete and safe sidewalk system within the neighborhood.

Action 5

Undertake the following projects (Action PS13):

- Modernize Buena Vista Paideia Magnet at 1531 9th Avenue N., CIB 97BE011

Action 6

Evaluate and determine the appropriate action to improve the connection between Cheatham Place and the Buena Vista neighborhood. Possible improvements include connecting Delta and 9th Aves. along the edge of the large green space in Cheatham Place. A paved, dedicated pedestrian path or narrow public street would create a formal public green space with housing fronting three edges and the Buena Vista school anchoring the fourth edge. (This action was a result of the Detailed Neighborhood Design Plan process and does not appear in Chapter 3).

Action 7

The identification and subsequent design of “Main Street” segments in Corridor Center areas should be studied in conjunction with the development of Detailed Neighborhood Design Plans for neighborhoods that abut the Corridor Center area.